

# Dravus Commercial Area

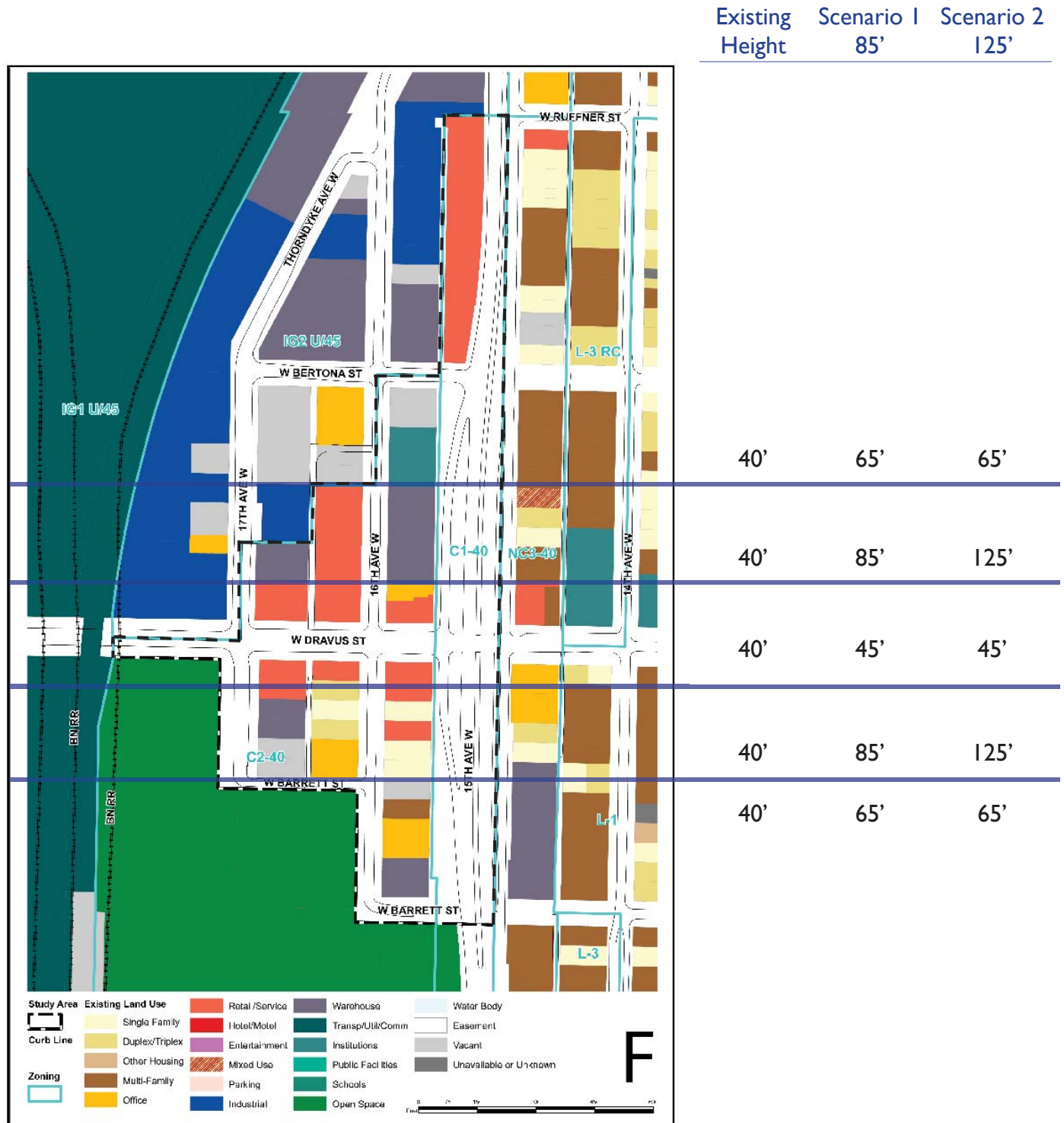
## Zoning Study



## Existing Land Use

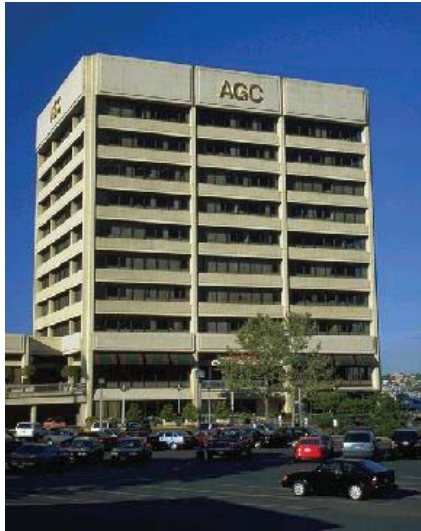
# Dravus Commercial Area

## Zoning Study



## Height District Scenarios

# Dravus Commercial Area Zoning Study



AGC Building  
Height: 150 feet



Seattle Cancer Care Alliance  
Height: 85 feet



Mixed-Use Building  
Height: 40 feet



Ford Auto Plant/Shurgard  
Height: 65 feet



Alcyone Apartments  
Height: 75 feet

## Height Examples



# Dravus Commercial Area

## Zoning Study

### Northwestern View from Queen Anne



Existing Heights in the Dravus Commercial Area



85' Height Scenario



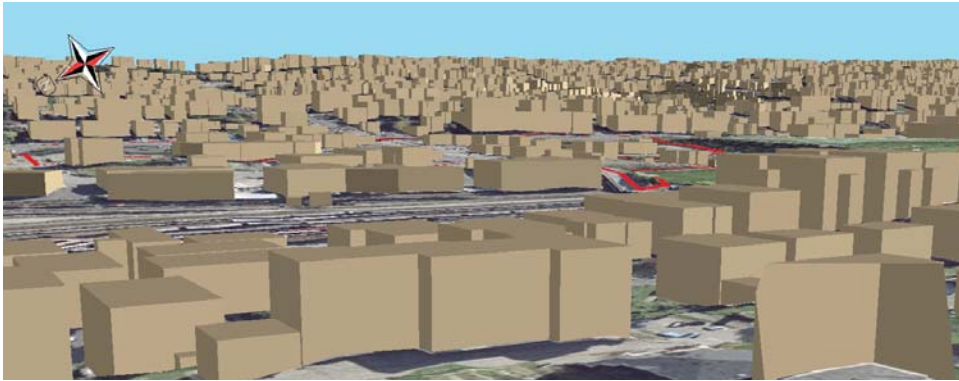
125' Height Scenario

## Height Scenarios

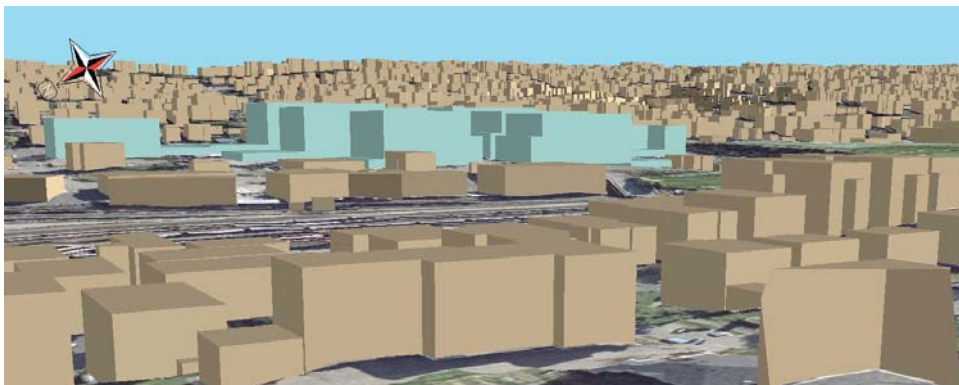
# Dravus Commercial Area

## Zoning Study

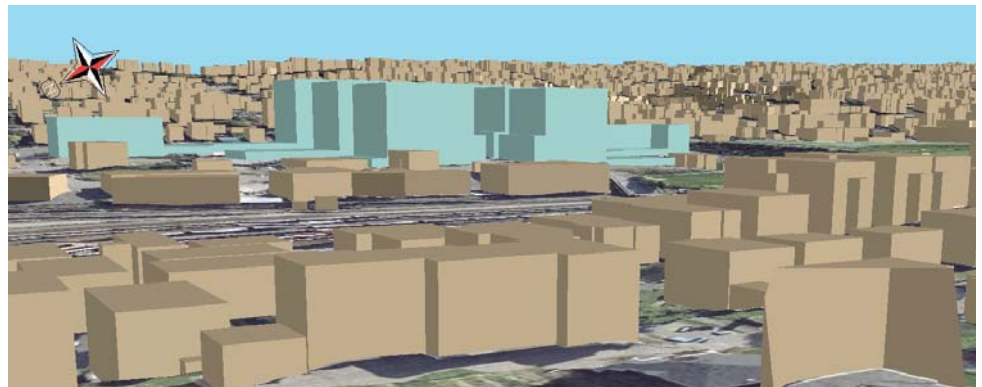
### Southeastern View from Magnolia



Existing Heights in the Dravus Commercial Area



85' Height Scenario



125' Height Scenario

## Height Scenarios

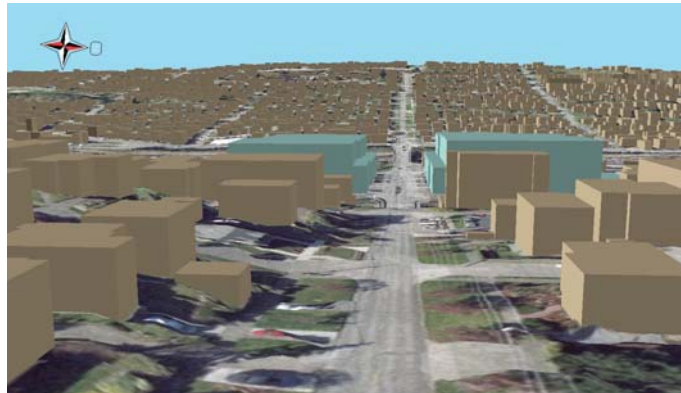
# Dravus Commercial Area

## Zoning Study

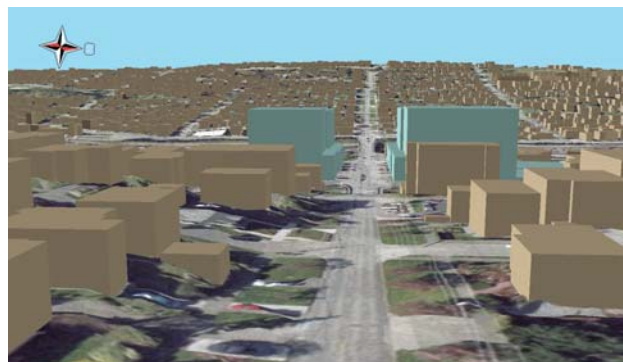
### Western View from Queen Anne



Existing Heights in the Dravus Commercial Area



85' Height Scenario



125' Height Scenario

## Height Scenarios

# Dravus Commercial Area Zoning Study

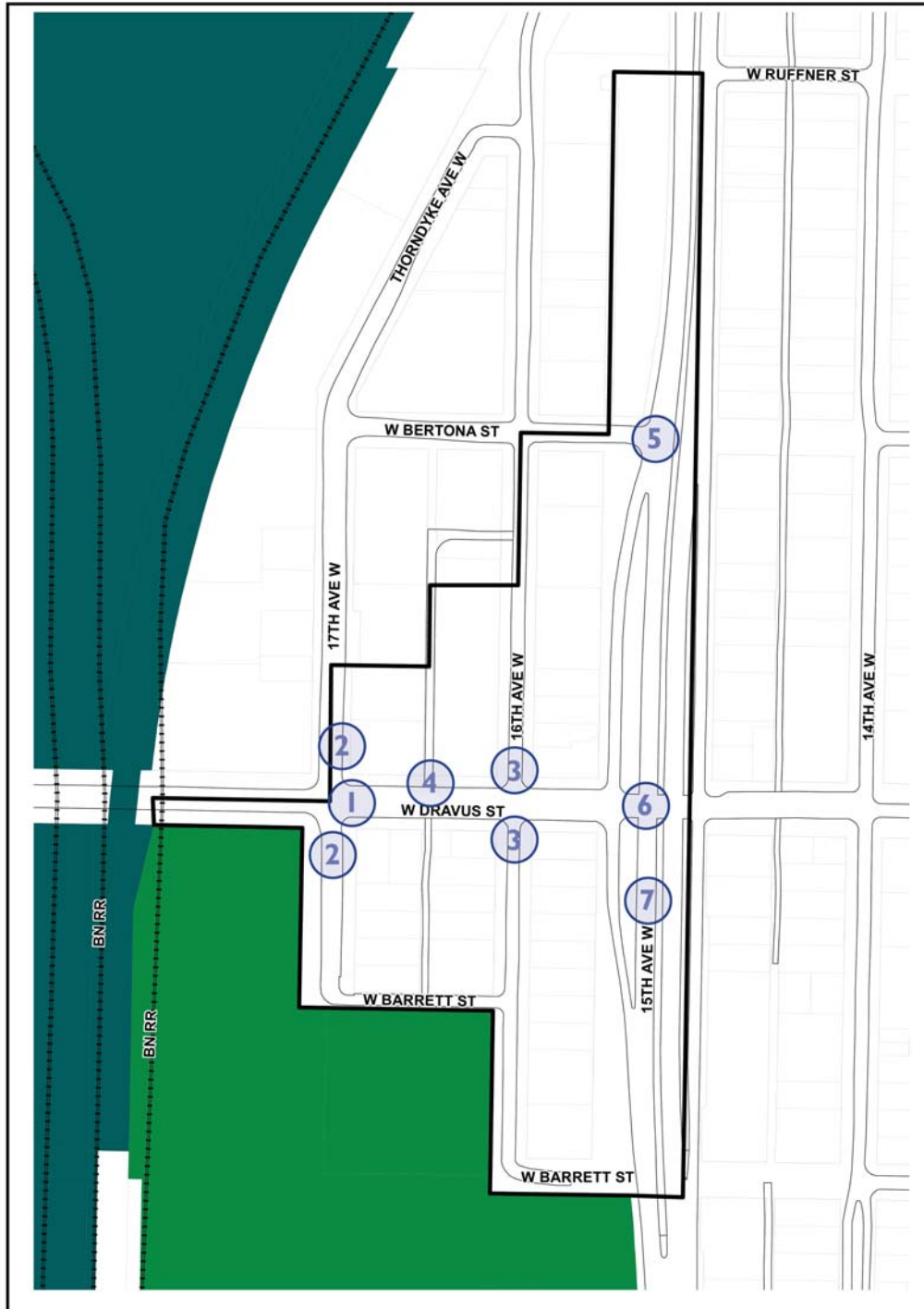
## Potential Rezone: Questions

1. The proposed rezone could add as many as 1,300 new residential units in the study area. How can we minimize conflicts between residential land uses and industrial land uses?
2. With the anticipated increase in housing and retail in this neighborhood, are there any neighborhood amenities that are necessary to support this development?
  - Affordable housing?
  - Open space?
  - Streetscape improvements?
  - Other?



# Dravus Commercial Area

## Zoning Study



## Transportation



# Dravus Commercial Area Zoning Study

## Potential Transportation Improvements

- ① Install traffic signal at the West Dravus Street/ 17<sup>th</sup> Avenue West intersection.
- ② Provide left turn lanes on 17<sup>th</sup> Avenue West approaching the intersection of West Dravus Street.
- ③ Restrict left turn movements from 16<sup>th</sup> Avenue West onto West Dravus Street.
- ④ Control access to West Dravus Street between 16<sup>th</sup> and 17<sup>th</sup> Avenues West.
- ⑤ Improve the intersection at West Bertona Street/ 15<sup>th</sup> Avenue West southbound ramp.
- ⑥ Improve the West Dravus Street/5<sup>th</sup> Avenue West interchange.
- ⑦ Potential transit facility.

# Dravus Commercial Area Zoning Study

## Potential Transportation Improvement Questions

1. What should be the priorities for operating the transportation system in the dravus commercial area?
  - Freight movement?
  - Pedestrian Movement?
  - General movement of traffic?
  - Transit access?
2. Do you think the potential transportation improvements already identified will improve transportation in this area? Why or why not?
3. Are there other improvements you would like to see made to the transportation system in this area?

# Dravus Commercial Area Zoning Study

Consideration of the Interbay Neighborhood Association proposal will be informed by policies in the Comprehensive Plan, including policies relating to height limits, mixed-use development, and designation of manufacturing/industrial centers. Below are some of the Comprehensive Plan policies that DPD will consider in developing a final recommendation for City Council.

## Height Limits

- LU6:** Limit zoning with height limits that are significantly higher than those found in single-family areas to urban centers, urban villages, and manufacturing/industrial centers and to those areas outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or with the existing built character of the area. However, the City Council may permit greater heights on commercially-zoned sites in the Interbay area along and near W. Dravus Street between 15th Avenue W. and 20th Avenue W., through overlay zoning, zoning map amendment, or other implementing measures.
- LU7:** Establish building height limits consistent with the goals of the urban village strategy and type and scale of development intended for each zone classification.
- LU120:** Assign height limits to commercial areas independently of the commercial zone designations. Allow different areas within a zone to be assigned different height limits based on the appropriate height needed to:
- Further the urban village strategy's goals of focusing growth in urban villages;
  - Accommodate the desired functions and intensity of development;
  - Provide a compatible scale relationship with existing development; and
  - Address potential view blockage.
  - Establish predictable maximum heights that respond to varying topographical conditions.

# Dravus Commercial Area Zoning Study

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## Mixed-Use Areas

**LU105:** Designate as mixed use commercial areas, existing areas that provide locations for accommodating the employment, service, retail and housing needs of Seattle's existing and future population. Allow for a wide range in the character and function of individual areas consistent with the urban village strategy.

## Pedestrian Oriented Zones

**LU128:** Use pedestrian-oriented zones to promote commercial areas with a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use by maintaining areas that already possess these characteristics and encouraging the transition necessary in other areas to achieve these conditions:

1. Strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services and livelihoods for the residents of the city;
2. Mixes of activity in commercial areas compatible with development in adjacent areas;
3. Appropriate transitions in the scale and intensity of development between areas;
4. Residential development that is both livable for residents and compatible with the desired commercial function of the area; and
5. An active, attractive, accessible pedestrian environment.

**LU129:** Apply pedestrian-oriented commercial zones both inside and outside of urban villages where residential uses either exist or are in close proximity and where the intensity of development allowed under the particular zone designation conforms in size and scale to the community it serves.



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## Manufacturing/Industrial Centers

**UV19:** Designate as manufacturing/industrial centers areas that are generally consistent with the following criteria and relevant Countywide Planning Policies:

1. Zoning that promotes manufacturing, industrial, and advanced technology uses and discourages uses that are not compatible with industrial areas.
2. Buffers protecting adjacent, less intensive land uses from the impacts associated with the industrial activity in these areas (such buffers shall be provided generally by maintaining existing buffers, including existing industrial buffer zones).
3. Sufficient zoned capacity to accommodate a minimum of 10,000 jobs.
4. Large, assembled parcels suitable for industrial activity.
5. Relatively flat terrain allowing efficient industrial processes.
6. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods.

**UV24:** Limit in manufacturing/industrial areas those commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses.